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OVER THE STATE.

WANTS \$25,000 DAMAGES .-- On the evening of the 22d of December, Mr. J. F. Dittrell, representing the Superlative Purifier and Cockle Separator Manufacturing company of Milwaukee, Wis., boarded the west bound Burlington & Missouri train at this place for Juniata. Being late in reaching the depot he did not purchase a ticket, but when the conductor came around he tendered that official that amount. Conductor Clark reminded him of that wellknown rule of the company to collect 25 cents extra when the fare was paid on the train and demanded 45 cents instead. This Littrell, though displaying a handful of money, refused to pay, whereupon the conductor pulled the rope and when the train came to a halt fired his man at a point about one and a half miles west of Hastings. Littreil walked the remainder you can buy in the market, of the distance to Juniata, where he went to put in some new machinery in the mill at that place. On the following day he returned to this city, and after consulting legal authority, proceeded to institute legal proceedings against the Burlington & Missouri company for \$25,000 damaged The object of the suit is to make a test case of the law bearing upon such cases at embodied in sections 3 and 4, page 475, revised statutes of Nebraska. The preceding sections fix the rates per mile which railroads may charge passengers in Nebraska after which the sections in question follow in the following language, to-wit:

Sec. 3. Nothing herein shall be construed as to prevent any railroad company from adopting the rule that when the fare is paid on the train, the conductor may charge and collect not to exceed 25 cents in addition to the regular fare, for which he shall give back to such passenger a conductor's check, which shall be good for the sum so charged at any station on such road, on presentation to the agent of said road.

Sec. 4. It shall be unlawful for any railroad corporation operating a railroad in this state to expel or remove from any coach used for conveying passengers over their lines of road, any person who offers to pay the regular fare not to exceed the maximum rate herein fixed for conveying passengers along the line of said road, provided said persons conduct themselves properly while remaining therein.

It is urged that under the last section cited, a passenger who tenders the statutory rate per mile cannot be legally ejected from the train so long as he conducts himself properly. This construction of the law would simply leave section three in the predicament of a criminal law without a penalty, and inoperative for want of adequate means to enfore it. Mr. C. H. Tanner has brought the case and it is understood that he will have able assistance when the case comes up for hearing at the June term of the district court. Mr. Littrell seems to be in dead earnest and proposes to see it through and have the verdict of the highest courts before giving up as whipped. Hastings Nebraskan.

NEBRASKA NEWS AND NOTES.

Dr. Swetnam, of Omaha, who has been sued by a lady of that city for \$10,000 damages for malpractice and for communicating disease, has his answer to the petition in the district court. He admits that | cent. St. Paul comes next with an increase more than thirty days prior to attending of 18.5 per cent. Mrs. Saxe, he had attended a patient who died of puerperal fever, but also claims that at the time he thoroughly disinfected at that place.

THE villain who held up Wells, Fargo & himself and used all precautions generally known to physicians. He denies that he negligently or in any manner transmitted said disease to plaintiff. He states that it became necessary to perform several minor operations upon the plaintiff, but he asserts that they were skillfully performed and did not cause unnecessary pain or injury to palintiff.

that a steam flouring mill, roller process, robbery was committed by a local amawill be established in that place early in the spring, by a couple of Grand Island gentlemen who thoroughly understand the business and have the means to put up a

C. S. JONES, of Lincoln, for keeping ar assignation house, was given sixty days | far declared themselves are Kearney, Grand impresonment. The court was also about Island and Norfolk, and it is said that all to impose a fine of \$135, but a question was raised as to the legality of a double penalty of this kind, and the fine only was

THE State Bee Keepers' association, in session at Lincoln, elected the following officers for the ensuing term: President, W. F. Wright, Nemaha county; vice president, J. Hedges, Saline county; secretary, H. M. | sheep. Patterson, Humboldt; treasurer, R. E. Leech, York. It was agreed to recommend E. Whitcomb of the Friend Telegraph to the state board of agriculture for superintendent of bees and honey at the state fair.

THE opening address of the winter term of the state university was delivered by Prof. Edgren, of the chair of modern languages, in the university chapel, on the the lecture was "Budhism." In introducing the lecturer Chancellor Manatt called attention to the flourishing condition of the university, and the fact that while last year the attendance was decreased by about thirty in the winter term the attendance is increased this year over the fall

THE county commissioners of Douglas county, last Friday, supplied 150 poor families with coal and provisions, this being the largest number helped in one week during the present season.

APRIL 1, 1886, the new Saving Bank of Hastings, with a paid up capital of \$100,-000, will throw its doors open to the public. It is backed by local capital. Wm.

Kerr, president; Wm. Cline, cashier. A LINCOLN thief took to his heels the other day, and, though chased for several miles into the country, finally got out of stroyed. The city being poorly provided sight of his pursuers. He had stolen money | lor fighting fire, most of the work was conand an overcoat. The latter part of the centrated upon saving the goods. The booty he threw away that he might make buildings were owned as follows: C. E. better time.

THE life insurance company organized in Hastings last spring has done a highly satisfactory business.

THE Hastings Democrat says: Congressman Laird arrived on the west bound B. & M. train last Tuesday evening on the sad mission of performing the last duties of a son to a deceased parent, bringing with him loss on buildings is about \$5,000, and the dren, was caught in the ruins by the falling represented to have said that he had orders the body of his mother whose demise in same on goods. Insurance about one-half. roof, just as he passed the second child out, to have no relations of any sort with the feneral took place.

HARTINGTON is the county seat of Cedat county and the jail is located at St. Helena, fifteen miles away.

ODD FELLOWS of Omaha propose celebrating the sixty-seventh anniversary of that order. The date is April 26th.

sheep during the late storm.

DETECTIVES of Omaha are laying for a young man expected that way from Chicago, where he done up an old-time friend to the tune of \$560. It was a clear case of misplaced confidence.

NEAR Fairbury, a man who was drunk

which he died in a few days. THE Pierce Times is responsible for this paragraph: Everybody would suppose knowing that the regular fare was 20 cents | that the hum of the old-fashioned spinningwheel had ceased forever, and that the The blockade done it. work of spinning yarn had been given over for good to the mills and factories. We were not a little surprised to find that nearly every farmer in the valley from Norfolk to Pierce has one of them in his house, and at this time of the year in constant use. Talk about your fine wool. A pair of socks or mittens knit out of the homespun yarn will outlast a dozen of the kind

with him. In order to save himself injury Lemmon drew a revolver and shot the animal dead while he was on the keen jump.

dren the other day, and all parties interested are doing well.

An artesian well has been bored on the farm of Gerhard Kohls, near Hartington. After the drill was down 465 feet it struck and fulfill all their promises. a hard substance, through which the drill could not penetrate. While at dinner the well began spouting, and now a good flow

HERE is the composition of Willie Frank, an Omaha school-boy in the fourth B city. class: GENERAL GRANT .- General Grant helped us to fight the Mexican War and the Civil War. He was president for eight years and because he helped us fight he was not a coward. He ate at the Queens' and Rings' houses and all the people would ask him to come in and eat with them. He traveled over the world and then the people gave him money. I do not think he was very rich because when he came home he had to pull money out of his pocket. When he was poor he wrote a book, so when he died his wife could get money for it. He was a good man all his lifetime. He died at the last of July and everybody was sorry. He was buried in the place of Riv-

erside Park, N. Y. City. THE M. E. people of Beatrice are having quite a religious revival. There is a large and increasing attendance.

THE postmaster at Omaha has received a report from the third assistant postmaster general showing the increase in the receipts of a number of the leading postoffices in the United States for the six months ending Dec. 31, 1885, over the corresponding six months of 1884. Omaha heads the list with an increase of 22.9 per

NORFOLK has raised a guarantee fund of \$6,000 to secure the next G. A. R. reunion

Co.'s buckboard express near Dawes City and carried away the money box with about \$7,000, has not been captured yet. The officer in command at Fort Robinson has reported to military headquarters at Omana, that his men who were out in search of the robber tracked him to Chadron and there gave up the chase, leaving it to the civil authorities. There seems to THE Ord Journal is reliably informed be an opinion in that section that the teur and that he will soon be taken in.

The annual encampment of the Nebraska department of the G. A. R. will be held at Red Cloud on February 17, when the place or holding the reunion next fall will be decided upon. The towns which have thus three will make propositions to devote handsome sums of money to secure a permanent location.

A HUGE temperance revival is about to be inaugurated in Lincoln.

During the recent storm the snow drifted against O. Nelson's sheep-sheds at Schuyler and broke them in. Mr. Nelson lost 140

JOHN T. ECKER, confined in the jail at

Albion under an indictment for fellony, made his escape by reaching a window in the seond story and making a rope of his blankets, let himself down to the ground. Last year 4,118,400 eggs were shipped from Fremont, an increase of 100 per cent

over the previous year. In addition to this half a million pounds of butter were 15th, to a large audience. The subject of disposed of, 6,426 barrels of apples, and 1,651 baskets of grapes. Fremont is no slouch as an exporter.

THE fourth newspaper for Beatrice is about to be issued. The office comes from

S. Sovrenson, of Dodge county, has begun action in the county court against the U. P. railroad to recover damages to the of the states through which your roads are extent of \$197 sustained by the burning of a pasture field last fall by sparks from a passing locomotive.

THERE are over 600 traveling men in the state who travel for Nebraska wholesale houses and eastern houses, who are located

in the state. On the 18th, between 12 and 1 o'clock, fire was discovered in the rear of a frame building on the east side of Fifth street, Beatrice, which soon spread and before it was stopped six frame buildings were de-White, Schell Bros., Fred Kuston, W. D. Cox, Buchanan Bros. and LaSalle, and occupied in the above order by C. F., White, attorney, and B. W. Davis, in surance, Schell & Nichol, boots and shoes George Smith, butcher, C. K. Linzenberg. cabinet maker, John Terhune, paints and wall paper, and A. P. Sperry, bakery. The

Illinois was recently reported. The body THE Omaha fair association has made a and he was burned to death. He was 75 \$31,292.75; disbursements, \$30,579.69. terribly burned, but will recover.

quite "lively" on a train from Norfolk to Pierce. He was suffering from partial insanity, caused by alcoholic poisoning. He became pugilistic and, armed with a large knife, undertook to "clean out" the car, LEWIS TALMAGE, of Ulysses, lost 300 and was only stopped from carrying out his intention by one of the passengers seizing the stove poker and striking him over the head. The blow was sufficient to quench his thirst for blood.

Albion takes water-works in hers. There vere but 15 dissenting votes.

Mr. Thomas Donahoo, an old resident of fell from a wagon, receiving injuries from Douglas county, reports that six of his large hogs actually froze to death in his hog house during the late cold weather.

> ASHLAND received a few days ago, the largest mail within the history of the town.

THE Fairbury Republican says that Col. Baker, of St. Joseph, an employe of the Rock Island road, arrived in that town the other day and had a conference with leading citizens at the board of trade rooms. In his remarks he stated that he came at the instance of the management of his road. While no definite routes had been fixed upon, he believed his company had decided to build three lines west from the A man named Lommon, who was driving Missouri, one to run through southwestern age his horse and the animal ran away state and the other northwest, through Kansas and this state, that their course would depend somewhat on the aid offered by the different localities. He assured the MRS. JOHN VALESH, a Bohemian woman people of Fairbury that when his company residing in Brush Creek precinct, Saline were ready for business, if they contemcounty, gave birth to three healthy chil- plate coming that way, they would submit a proposition which, if accepted, will insure the road; that it always had been the policy of the company to keep faith with the communities through which they passed

> THE people of Pleasant Hill recently had to go nine days without any mail.
> "No Boys Allowed in Here," is a sign displayed in a number of Omaha saloons just now, the direct result of the recent effective work of the Law and Order league of that

THE revival in Beatrice is one of great power. The attendance is greater than the seating capacity.

THE Nelson Herald says that many of the sportsmen, who have been out hunting since the storm, report the finding of scores of quail, frozen to death. Some think they are nearly exterminated, the slaughter has been so general.

REVIVAL meetings are in progress in many Nebraska towns, and in some of them a good deal of religious interest is manifested.

A COMPROMISE ON COINAGE.

How it is to be Brought About and by Whos Support.

Washington special: Every day has a growing tendency toward compromise with reference to the silver coinage question. Indications point to an increase in the amount of silver in the standard dollar as such a compromise. The opponents of the silver dollar are seeing that they cannot possibly get suspension of coinage, and are inclined to accept whatever they can that the emancipation of waters is a naget. An increase of the amount of silver in a standard dollar, so that it might be worth about 100 cents, would be satisfactory to them. It would not be entirely so to the extreme silver men, but it would probably be supported by the great mass of members who are not radical on either side of the question. The majority in both men. This is scarcely a fair statement of the case. There is doubtless a large majority who are opposed to the suspension or to the demonetization of silver, but fully three-fourths of the members of congress will tell you that something ought to be done to stop the system of coining an 80 cent coin and cailing it a dollar. They say it will not do to stop the coinage of silver, for currency is demanded by the people. There are evidences of a growing belief among the majority of conservative thinkers in congress that an increase in the value of the dollar would be the easiest and wisest solution of the difficulty. The proposition for increasing the dollar to 100 cents, making coinage free, so that everybody may have all his silver coined into full value dollars at United States mints and the right to exchange these coins for silver certificates at the treasury, would meet with very strong support from the more moderate silver men, with the gold men who see that this will be the best thing that they can get, with the with the people generally. The press of the east is beginning to see, too, that some proposition of this sort is the most satisfactory one that can be found, and is beginning to advocate it.

BRANCHING OUT FOR BUSINESS.

The Missouri Pacific's Plan for Development of Its System.

The directors of the Missouri Pacific railroad company have addressed a circular to the shareholders, in which they say that to provide the necessary money by which to control the ownership of the branch roads necessary to a proper development of the Missouri Pacific system, it is proposed to increase the capital stock of the company \$6,000,000 and to offer the same to the stockholders at par. The circular says: "It will be necessary under the laws operated to own or control some of their branches and extensions, by means of independent auxiliary local railway companies, through acquisition of their bonds or stock, or both. This company, so far as it shall use the proceeds of the sale of such additional stock for this purpose, will place the acquired bonds and stocks of such railway corporations in the hands of Russell Sage, Henry G. Marquand and George F. Gould, to be held in trust, not to be pledged or sold or in any way disposed of, unless the company shall acquire full ownership by consolidation or otherwise. The transfer books of the company will be closed on February 6 for the annual meeting, and stockholders of record at that date will have the privilege of subscribing to an issue of stock at parequal in amount to one-tenth of their respective holdings. A meeting of stockholders will be held in St. Louis on March 10, when an issue of 20 per cent of the new stock will be ratified.

A FAITHFUL FATHER.

Fire was discovered in the house of Berry Cookson at Greenbush, Maine. The flames spread rapidly and Cookson, in endeavoring to rescue his son's wife and two chil-

THE other day an individual made it REGULATING RAILROADS ON PAPER. What Has Been Brought Forth by Senator

Cullom and His Committee. Following is a brief synopsis of the bill to regulate commerce reported from the senate select committee upon inter-state railway transportation by Senator Cullom:

After specifying the classes of carriages or rather kinds of traffic to which the regulations prescribed are to apply, and declaring that all charges made by such carriers shall be reasonable, the preliminary section aims to prohibit every variety of unjust discrimination, to prescribe adequate penalties for its enforcement in the courts of the United States. The sections include a requirement that all carriers shall afford reasonable facilities for the inter-change of traffic with connecting lines and the prohibition of a greater charge for shorter than longer distance, except when it can be affirmatively estab-lished by the carrier that such charge does

not constitute unjust discrimination. Another section requires all carriers subject to the provisions of the proposed act to file their tariffs and classifications with the inter-state commerce commission, and provides they shall be posted or otherwise published, but leaves to be determined by the commission the manner of publication and the places at and between which rates shall be published. Provision is made for enforcing the requirements of the commis sion in these respects through the courts, into Omaha last week, was unable to man- Kansas, one through the central part of and for the maintenance of the rate that may be thus published. Provision is also made for the appointment by the president of five commissioners to be confirmed by the senate, and several sections are devoted to prescribing the duties of the commissioners and the manner in which complaints are to be investigated and the prosecutions instituted under its direction when found necessary. Such common carrier may, however, in special cases, be authorized by the commission to charge for longer than for shorter distances for the transportation of passengers and property The commissioders first appointed to continue in office for the term of two, three, four, five and six years respectively, beginning the 1st day of July next, not morthan three of whom shall be appointed from the same political party. The salary of each commissioner is to be \$7,500 per annum.

The report of the select committee of the senate upon the inter-state railroad transportation, to accompany the Cullom interstate commerce bill introduced to-day forms a printed volume of 216 pages. says the outlook is not good for the United States to ship breadstuffs in unlimited quantities throughout the civilized world and the principal markets both for bread and meats must henceforth be sought at home. In its discussion of the power of congress to regulate commerce, the committee reviews exhaustively the declarations of the United States supreme court on the subject. Unjust discrimination, it says, is the chief cause of complaint against the management of the railroads in the conduct of business, and gives rise to much of the pressure upon congress for regulative limitation. Railroad companies do not recognize, as they should, the fact that they sustain different relation to the public from persons engaged in ordinary business enterprises. Railroad corporations necessarily rest under the same obligations to deal fairly and equitably with all citizens, without favoritism or discrimination, as the state itself. The subject of compe tition between waterways and railroads is discussed briefly, and the conclusion is reached that waterways are the most effective regulators of railroad charges, and tional necessity.

Of the Hennepin canal the committee says the commerce of the nation would derive fresh and continued advantages from the construction of this canal. Cheaper transportation between Chicago and the seaboard, the report says, is assured by a line of free water communition open through the great lakes, the Eric canal and houses have been represented as silver Hudson river and no method has been suggested by which controlling influence of this water competition could be extended over so wide, populous, and productive territory, also at as moderate an expense as by constructing this short canal of seventy four miles, which would give the people of the Upper Mississippi states direct water transit connection with all the states of the Atlantic seaboard and with Europe. The necessity of this improvement is made more urgent by the high and oppressive rates of freight prevailing between the grain-producing states of the Northwest and Chicago, as compared with charges made between that point and the Atlantic coast by the construction of this canal. These charges would be materially reduced and the grainproducing states would be given that cheap transit which has now become necessary to enable them to successfully place their surplus products in foreign market. The Comte

formulates its conclusions as follows. The public interest demands regulations of the business of transportation because in the absence of such regulation the carrier is actually sole and final arbiter upon all disputed questions that arise between the shipper and carrier as to whether the rates are reasonable or unjust discrimination has been practiced. It is the duty of conlarge conservative element of congress, and gress to undertake the regulation of the business of transportation, because of the admitted abuses in its management and of the acknowledged discriminations between persons and places in its practical operations. National legislation is necessary to remedy the evils complained of, because the operations of the transportation system are for the most part beyond the jurisdiction of the states, and until congres acts not subject to any governmental control in the public interest, and because the business of transportation is essentially of the nature which requires that uniform system and method of regulation which national authority can alone prescribe The failure of congress to act is an excuse for the attempts of the railroad companies to regulate the commerce of the country in their own way and in their own interests by whatever combinations and methods

they are able to put into operation. That a problem of such magnitude, importance and intricacy can be summarily solved by any master stroke of legislative wisdom is, the committee says, beyond the bounds of reasonable belief. That the railroads, unaided or unrestrained, can or will eventually work out its solution, is highly improbable, judging from past experience, and cannot reasonably be expected. That a satisfactory solution of the problem can either be secured without aid of wise legislation the committee does not believe. The committee declares publicity is the best remedy for unjust discriminaton and recommends the posting of rates under direction of a commission. The concluding chapter embodies recommendation for the establishment of a national commission to enforce legislation which the committee

JUDGE STALLO SNUBS THE VATICAN. The New York Sun's London cable says: The story is published in Rome newspapers that Judge Stallo, the new United States minister to Italy, abruptly left a dinner given by Dr. Delamater, an American dentist living in Rome, on discovering that the chamberlain of the pope's household was among the guests. In explaining his departure to Dr. Delamater, Judge Stallo is vatican. The affair has created consideraTHE OUTLOOK VERY FLATTERING.

That in Relation to Winter Wheat in Ohio, Michigan and Other States.

S. W. Talmadge, of Milwaukee, gives the associated press the following information in relation to the condition of the winter wheat plant in Ohio, Michigan, Illinois Kentucky, Missouri, Kansas and Mary-

The secretary of the Ohio state board of agriculture says: "Our wheat was finely covered with snow before the severe cold weather came, and the plant went into winter in good condition.

The secretary of the state of Michigan says: "I do not think the wheat crop of this state has suffered any material injury. We had a general break-up, followed by a severe freeze, but previous to this there was a light fall of snow, which doubtless served as a partial protection to the wheat plant." S. D. Fisher, of Springfield, Ill., says: "I have as yet heard no complaints. The

plant is protected more or less by the snow which fell to a depth of five or six inches before the late severe cold weather was upon us. But there was considerable wind, and there must be a considerable area but thinly protected.' The commissioner of agriculture of Kentucky says: "Up to the present time no injury to wheat has been reported to this

burean. On the first of this month we had a good fall of snow, which will protect the wheat crop for the present. Correspondents, up to the 1st of January, were unanimous in reporting the condition of wheat to be No. 1.'

The secretary of the state board of agriculture of Missouri reports the condition of wheat very favorable, and says the cold weather has done no material injury to the

The secretary of the state board of agriture of Kansas says: "There has been no injury to the wheat crop by the late cold

veather." Ezra A. Whitman, of Maryland, says: The snow in our state is from six to ten inches deep. The mercury has been nearly to zero for several nights, and through the day 15° to 20° above. We can not learn that the wheat crop has been in any way injured during the winter.'

The commissioner of agriculture for Virinia says: "The recent cold weather has done no special injury to the plant. The hand has been covered with snow, not deep, but sufficiently so to protect wheat."

John H. Strider, of West Virginia, says "Cold weather has not let up sufficiently for us to determine what damage, if any has been done.'

THIRTY-NINE MEN ENTOMBED.

A Fearful Mine Disaster in Virginia-Great Loss of Life Feared.

On the 21st au explosion of fire-damp oc curred in the shaft of the Newburg Orie coal company, at Newburg, W. Va., which shook the buildings in the immediate vicinity and caused conster nation and alarm among the relatives and friends of the miners employed there. Immediately following th€ sound of the explosion, flames of fire arose above the mouth of the shaft and timber and debris of all kinds was strewn around. Great excitement ensued and crowds of people hurried to the scene. The shaft in which the explosion occurred was sunk about two years ago and has reached a depth of 350 feet. From the base of the shaft the rain heading runs out about half a mile from where narrow rooms diverge from either side. The theory advanced as to the cause of the explosion is is that firedamp had accumulated in one of these rooms and was accidentally ignited by a miner's lamp, but nothing positive has yet been learned. The force of the explosion blocked the air so close that no one would venture in the main heading to ascertain the fate of the imprisoned men until the air passage could be established. This wok is being pushed vigorously. Up to midnight no bodies had been recovered. It is supposed that thirty-seven men are imprisoned. LATER.—The scene of the mine disaster

continues to present a heartrending spectacle. The east-bound train to-day brought a great many people from Clarksburgh, Fairmount, Grafton and intermediate points and sympathizing friends came from as far east as Piedmont. They swelled the hopeless and helpless crowd that hung around the pit's mouth. Men, women and children were gathered there, pale, trembing, weeping, staring at the shaft, almost dumb with consternation. Few words were exchanged and these in a low tone, for the people there knew they stood above the tomb of thirty-nine men who went down to death. No bodies have yet been recovered. The idea is advanced that most of the experienced miners, knowing the nature of the gas if the men were not killed at once, would have thrown themselves on their faces, their being the least foul air on the floor. This gives friends some grounds for hope, but it is so slight that it is not encouraged. It is believed by some men who are familiar with the mines that the rooms in the extreme portions of the working are are comparatively free from gas and that they may have afforded a refuge to those in or near them. These gleams of hope are met by the afflicted families with moans of despair. The calamity falls with terrific force on the little town of Newburg. The recent cold weather froze out the miners and they could not work for ten days, and little money is coming to the men who are on the death roll. Few of them had any savings and their taking off will leave their families in destitution.

PROBABLY IN THE MISSOURI RIVER. A Prominent Physician of St. Joseph Mys-

teriously Disappears. St. Joseph (Mo.) dispatch: Dr. S. A. Richmond, manufacturer of patent medicine, has been missing since Thursday last. Two years ago he was sued by an eastern advertising agent for \$58,000 for breach of contract. The case was recently compromised for \$7,000, which Richmond agreed to pay. On Tuesday last he left a sick bed and went to Chicago, returning Thursday, but has not been seen or heard of since.

The theory prevails that he was physically and mentally exhausted, and probably wandered into the Missouri river, the channel of which is open in front of the Francis street depot, where he left the train. Diligent search has been made, but no trace of him can be found. His wife is completely prostrated with grief, and can offer no explanation except that her husband was not in his right mind, and has not been for several weeks. His business was worth several hundred thousand dollars, and his wife owns one of the most beautiful homes in St. Joe, with probably the finest conservatories of any private person in the west. No action has yet been taken concerning the management of the doctor's business, hopes being entertained still that he may turn up and assume charge again himself, although the indications are that there is little foundation for such hope.

RAILWAYS IN CHINA.

A syndicate of French capitalists has been formed to compete with the German ment with material for the construction of person in the west. No action Illinois was recently reported. The body was taken on up to Juniata where the was taken on up to Juniata where the was taken on up to Juniata where the state of the construction of the projected railways there, took with them \$100,000 for their dications are that there is little foundation terribly burned, but will recover.

THE COMMERCE BETWEEN STATES.

The Inter-State Commerce Bill-A Paper

from the President of the C., B. & Q. Washington dispatch: Senator Cullom's select committee on inter-state railroad transportation will probably report to the senate at an early day an original interstate commerce bill, and at the same time submit an exhaustive report in its support. The committee, which spent a good part of the summer in investigations, has been holding daily sessions since the assembling of congress. The board of railroad commissioners of

Kansas contributes to this volume a paper which expresses the opinion that a national commission should be established, vested with certain supervisory powers over the subject of inter-state commerce. These powers should be confined to the function of regulation and not to the management of inter-state commerce. It would, the board thinks, serve no use or practical purpose to give to such commission power to establish maximum rates for either passenger or freight traffic over inter-state railways, the subject being too large and intricate to be intelligently dealt with by a single body of men, even though composed of men trained to the study and business of railroad affairs.

Mr. Charles Perkins, president of the Chicago, Burlington, & Quincy railway company, contributes an interesting paper setting forth what may perhaps be assumed to be railroad side of the question. He assumes that it is the settled policy of most of the states to permit railroad construction to be free, and also that the English common law doctrines relative to common carriers are not now open to discussion. Many of them are relics of an age of horse power or water craft. He thinks the best method of preventing extortion or unjust discrimination is by an appeal to the courts, but he says that very little, if any. extortion or unjust discrimination is practiced, in evidence of which he points to the fact that few cases are taken to a court or made public, and the record of state railroad commissions show very few complaints and still fewer decisions by the commissioners against the roads. Through rates, he says, are generally lower than local rates, because through business is wholesale business, larger in amount and therefore less expensive to transact, and for additional reasons, that the competition for it is severe, and that through rates are more generally affected by direct water route competition.

But it is obviously inexpedient to require railroads to reduce local rates because the combined influence of a larger aggregate traffic and the competition of other railways, water routes, or rival markets, which influences, not felt at local points, may make it to their interest to participate in through business on a very small margin of profit. If all trades were compelled to sell everything on a basis of the lowest margin of profit, which they may find it necessary to do on some one thing, the effect would be the same over a wide field as the effect of requiring railroads to give up through business or reduce their local rates accordingly. Is it more for the interest of the public to make railroads unprofitable than to make business generally unprofitable?

Perhaps the best evidence that the local rates of railroads throughout the country are reasonable is to be found in the prosperity of local points all over the country, and by a comparison with railroad charg elsewhere in the world. It has some time been assumed that competition does not exist at what are called "local points," but this is not true. The desire of the railroad to increase the volume of business upon which it must always depend for its support, as against sometimes quite distant regions served by other railways tributary to the same or competing markets, constitutes active competition. Rates between local points on a line of road in northern or central Iowa and the markets of Chicago and St. Louis influence the rates between local points on a road in southern Iowa and those markets, and vice versa.

Again between two railroads, even if they are a considerable distance apart, there is about a half way belt of country, the inhabitants of which can generally go to either road, and the contest between railways to secure the business o' that belt influences prices of transportation not only on that particular traffic but on other business which is translated at the same stations on the respective roads. Railroads must remain in the country where they are, whatever happens, and their punishment for excessive charges, while it would be a little slower in coming than than of an individual merchant, would be far more certain and severe, because their business would be ruined, or other roads would be built as a permanent competition. Nevertheless it is true, and will remain true as long as railroads are conducted or business principles, that trade centers will be able to obtain lower rates of transportation than local points for precisely the same reason that such places are able to obtain many conveniences and luxuries which local points do not and cannot enjoy. The lowest rate of freight must go where there are enough other persons who desire the same to-make it profitable to supply them. This is not because the railroads wish it to be so, but because in the nature of things it must be so.

It is manifestly not for the interest of any railroad to arbitrarily drive business away from a local point where the traffic must be divided with other roads. It has been said that railroads make the trade centers, but such is not the fact. The tendency of railroads is to put different trade centers on an equality by the annihilation of distance, but they no more make centers of population and trade than do the other manufacturers or trades who seek such points for their own profit.

Most, if not all, the cases of alleged unreasonableness in railroad charges will on careful investigation, be lound to be due to a misapprehension or misunderstanding of the facts. The experience of the state commissions has shown this to be true. To require al solute publicity of rates, and that changes should not be made without public notice, would be a great inconvenience to the business community.

PROBABLY IN THE MISSOURI RIVER. A Prominent Physician of St. Joseph Mysteriously Disappears.

St. Joseph (Mo.) dispatch: Dr. S. A. Richmond, manufacturer of patent medicine, has been missing since Thursday last. Two years ago he was seed by an eastern advertising agent for \$58,000 for breach of contract. The case was recently compromised for \$7,000, which Richmond agreed to pay. On Tuesday last he left a sick bed and went to Chicago, returning Thursday, but has not been seen or heard of since.

The theory prevails that he was physically and mentally exhausted, and probably wandered into the Missouri river, the channel of which is open in front of the Francis street depot, where he left the train. Diligent search has been made, but no trace of him can be found. His wife is completely prostrated with grief, and can offer no explanation except that her husband was not in his right mind, and has not been for several weeks. His business was worth several hundred thousand dollars, and his wife owns one of the most beautiful homes in St. Joe, with probably syndicate in supplying the Chinese govern- the finest conservatories of any private railways. The delegates of the German been taken concerning the management of syndicate, who recently sailed for China to the doctor's business, hopes being enternegotiate with the Chinese government for | tained still that he may turn up and as-